Singers who Look Well and Act Well, but Whose Words Are Unintelligible. Difficulties of the English Language.

The singers looked well and acted well, but not a word that they uttered was in-

The programme was printed in English and the composers had spoken English in their day, but to the unadvised listener the medium through which the "artists" were striving to interpret the composers' thoughts might have been cuneiform, "tea box," or that of the society woman's afternoon reception.

Why is it that so large a proportion of American singers fail to pronounce their words distinctly?

Let the "professor" answer: "Because they study singing in Italian. Hundreds of people in England and America, who are studying by what are known as the Italian, French and German methods, expect to make their living by singing in English.

"I refer to the want of definite and sufficient study of the vowel forms and consonantal sounds of the English language," adds the professor as he entwines his sinewy legs about each other; "to articulapronunciation, etc. Every singer should study the Italian language in song, but he should first master his mother tongue. The English language in song is becoming more popular every day, and when mastered is as easy and beautiful as any other.

"Why is the English language more difficult of mastery in singing?

"The English language is more difficult to master than the Italian, for the reason that the natural or physical formation of the Italian language constantly aids and forms the singing voice. The constant study of Italian will not make easy the correct use of the English, but makes it more dicffiult, as it has a tendency to broaden all vocal formation, and thus renders the correct formation of the close English sounds physically impossible to those who do not understand them, which is the case with all who study Italian only.

"The abnormal condition in which the adult voice is usually found is due to misuse or abuse, to power misapplied. A right system then, must be a corrective study. When you see a singer get red in the face and the veins in his neck seem ready to burst, you can rest assured that it is the result of power misapplied. All that work should be borne by the muscles of his body. If it were the custom to sing without words we might have many beautiful

THE PERCENTAGE OF SUCCESS. "What is the percentage of success

among Americans who study vocal music?" "It is a sad fact that a large majority of those who study vocal music, aided by musical sense, ambition, application, and even stern necessity, are total or comparative failures. This is true not only of those who study in America, but of those who study in foreign countries. The truth is, there are but few who know or understand the human voice. As a rule the voices of little children are right, or in a natural condition, while the voices of untrained adults are wrong, or in an unnatural condition. It is a great mistake to suppose that right voice culture is an artificial process, in the sense of which the word artificial is generally accepted. No doubt much of that which is called voice culture is, for it results in affectation and mannerisms. A right system of voice training simply restores the voice to its first or normal condition by eliminating all defects."

"I should imagine that the human voice

the most difficult to correctly play upon. There is another great reason which accounts for the fact that while there are many good pianists there are so few good singers. Most parents, in the study of the pianoforte, recognize the importance of having their children commence at an early age in order to acquire that flexible action necessary for the complete mastery of the keyboard. Years are thus spent in the study of the pianoforte. On the other hand, for some unaccountable reason, the idea prevails with the majority of people that a year or two is sufficient to make singers, and that, too, after they have grown up and gone all astray, so far as the correct use of the voice is concerned. The training the child voice. The child voice is nearer right; it is more flexible, more pliable, more musical."

DIFFICULTIES TO BE OVERCOME. "What are the chief difficulties you meet

with in training the voice to sing English?" "The greatest difficulties to be overcome in the English singing voice are the consonants. They should never be sustained or prolonged in song, as is often heard, but should always be spoken with a quick, flexible movement of the articulating organs, and without interfering with the vowel form or the sound of the word. A consonantal sound is the result of an inter-ruption of the air current, and a sudden ex-fort" at 9 am., arriving at Richmond at 6 pm. plosion whereby a raise is produced is called a consonantal sound."

Mme. Clara Brenkerhoff says: "The vibrations aroused by the singing voice pass through the entire form of the singer, communicating to the floor where one stands, as This is an undeniable fact, for I have sung turbed. several times for deaf mutes who were standing. They expressed their pleasure at hearing me sing. When we questioned them to explain we found that they had received the vibrations through the soles of their feet from the vibrations conveyed by me to the floor while singing, also standing, testifying to the fact that it is the whole vibrating body which is the singing instrument, not the throat alone. The human tissue has a subtle force, and is as vibrant as a drum head."

"Do people ever study music for the purpose of strengthening the lungs by the in-

creased exercise?" "Oh, yes; physicians are recommending such practice every day. A great many people study for weak lungs and weak throats. The proper system of breathing is so simple and progresses in such easy stages that it develops the lungs to their full capacity without the least strain, and always with a beneficial result."-New York Herald.

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oc 22 General Freight Agent.

RICHMOND AND ALLEGHANY RATLROAD. SCHEDULE OF TRAINS IN EFFECT NO VEMBER, 23, 1886.

WEST BOUND.	IAIL.	ACCOM.	EXPRESS.
Le. Richmond. Ar. Scottsville. Howardsville. Ar. Lynchburg.	+ 35 pm 41 pm 2 08 pm 4 30 pm	†3 15 pm 7 28 pm 8 00 pm	11 27 pm
Le. Lynchburg. Ar. Bal. Falls. Ar. Lexington. Le. Lexington. Natural Bridge. Ar. Gala Water Ar. Clif. Forge.	4 40 pm 5 50 pm 6 58 pm 6 01 pm 7 32 pm 8 10 pm		4 40 am 6 00 am 7 45 am
EAST BOUND.	MAII.	ACCOM.	EXPRESS.
Le. Clifton Forge. Le. Gala Water. Le. Nat. Bridge. Ar. Lexington. Le. Lexington. Le. Bal. Falls. Ar. Lynchburg. Le. Lynchburg. Le. Howardsville.	7 00 am 7 34 am 9 07 am 8 10 am 9 18 am 10 30 am 10 40 am 1 05 pm	+5 20 am	6 45 pm 8 40 pm 10 10 pm 10 25 pm 1 56 am

*Daily. *Daily evcept Sunday Trains on Buckingham railroad branch leave Bremo Bluff for Avron daily ex cept Sunday, at 6:18 am. and 6:17 pm. Returning, leave Avron daily, except Sunday, at 6:40 am. and

Avon daily, except Sunday, at 5-st and 6:35 pm.
Sleeping-cars attached to Trains Nos. 9 and 10 between Lynchburg and Richmond.
CONNECTIONS.—At Clifton Forge with C. & O. R'y for the South, West, and Northwest.
At Lynchburg with N. & W. R'y for all points South, Southeast, and Southwest, V. M. R'y for all points North and South. At Richmond with Associated Railways for all points in the South, and R., F. & P. R. R. for all points North. At Lexington with B. & O. R. R. making close connection at Harper's Ferry to and from Pittsburg and the West, also to points North and East. For further information apply to
J. R. MACMURDO, G. P. A.,
de 4
Richmond, Va.

NORFOLK AND WESTERN RAILROAD TIME TABLE IN EFFECT SEPTEM-

TIME.	WESTWARD.		
Eastern Standard.	DAILY.	DAILY.	
	No. 1.	No. 3.	
Leave Norfolk Leave Suffolk Arrive Petersburg	5:30 pm 6:15 8:15	9:50 am 10:34 " 12:30 pm	
Leave Richmond (via R. & P. R. R.)	t6:30 pm	11:30 am	
Leave Petersburg Leave Burkeville Leave Farmville Arrive Lynchburg	8:25 pm 10:17 10:53 12:50 am	12:40 pm 3:00 " 3:37 " 5:35 pm	
eave Lynchburg Leave Liberty Leave Roanoke Leave Christiansburg Arrive Central	1:10 am 2:05 " 3:25 " 4:37 " 5:00 am	6:10 pm 7:00 " 8:20 " 9:40 " 10:00 pm	
.ca. è Wytheville .cave Marion .cave Abingdon	6:23 am 7:23 ··· 8:22 ··· 8:45 am	11:30 pm 12:20 am 1:26 " 1:50 "	

CONNECTIONS.

Leave Norfork 9:50 am daily with through car to Richmond, and 5:30 pm daily. Arrive Richmond 1:30 pm daily and 9:20 pm daily, except Sunday. Leave Richmond via R. & P. R. R. at 11:30

"The human voice is the most difficult of all instruments to understand, hence it is W. R. R.

Leave Richmond at 11:30 am daily, and 6:30 m daily, except Sunday, with through car Norfolk, arriving at Norfolk 3:10 pm daily,

and 10:00 pm daily. All inquiries as to rates, routes, etc. romptly answered. If you are going to travel, drop a letter or postal to Allen Hull, Travelling Passenger Agent, Roanoke, Va.

CHARLES G. EDDY, Vice-President. W. B. BEVILL,

General Passenger and Ticket Agent. General office, Roanoke, Va. oc 22 NEW YORK, PHILADELPHIA NORFOLK RAILROAD COMPANY.

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RICHMOND.

Schedule in Effect November 1. Going NORTH, leave Richmond, company's wharf, Rocketts, at 10 am., on TUES-DAYS, THURSDAYS, and SATURDAYS,

at 7:30 am. Leave New York via Pennsylvania railroad every SUNDAY, TUESDAY, and THURSDAY at 8 pm.; Philadelphia at 11:10 pm. from Pennsylvania railroad, Broad-street station. Arrive Cape Charles 6:50 am.; leave

PULLMAN PALACE-CARS run between New York and Philadelphia and Cape Charles. Passengers can take the Philadelphia sleeper at Philadelphia (Broad-street station) at 10 pm. coming South, and are allowed to remain in sleeper on arrival at an electeric current seeks the ground. Philadelphia until 7 am., without being dis-

> LOW PASSENGER RATES. To New York (limited two days), - \$ 8 50 To New York (unlimited), - 10 00 To Philadelphia (limited two days), - 6 30 - 7 80

two days), Baggage checked through. Close connection made at New York with all boat and rail lines for Boston and all points East.

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Special low freight contracts will be made upon application. Shippers desiring to take advantage of these cheap rates between New York, Philadelphia and Richmond will be York, Philadelphia and Richmond will be careful to direct goods to be sent via the New York, Philadelphia and Norfolk railroad, Cape-Charles route, and shipped from New York from Pennsylvania railroad, new Pier 27; from Philadelphia from Dock-street station, and Richmond from company's wharf, Rocketts. Rocketts.

For further information apply to F. S.

BAKER, Agent, Richmond.
H. W. DUNNE, Superintendent.
R. B. Cooke, General Passenger and
Freight Agent, Richmond, Va., and Norfolk,

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WINES, BRANDY, 4c.,
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with F. B. BOBERTSON & H.O.,
de7-lm RAILEOADS.

RICHMOND, FREDERICKSBURG COMMERCING NOVEMBER 25, 1886 - eastern standard time:

standard time:
7:00 am. leaves Byrd-street station daily; stops only at Ashland Junction, Milford, and Fredericksburg. Sleeper to Washington. Leaves Washington for New York at 11:20 am.

11:07 am. leaves Byrd-street station daily, except Sunday. Leaves Washington for New York at 4:20 pm., also by limited at 3:50 pm.

New York at 420 pm., also by limited at 3:50 pm.

6:20 pm. leaves Byrd-street station daily Sleeper to New York.

10:29 am. arrives at Byrd-street station daily Sleeper from New York.

2:39 pm. arrives at Byrd-street station daily; stops at Fredericksburg, Milford, and Junction. Sleeper from Washington.

9:15 pm. arrives at Byrd-street station daily, except Sunday.

ASHLAND TRAINS

ASHLAND TRAINS,

DAILY EXCEPT SUNDAYS. 4:00 pm. accommodation, leaves Broad-street station; arrives at Ashland at 5 pm. 6:04 pm. leaves Elba; arrives at Ashland at 6:25 am. arrives at Elba; leaves Ashland at 5:24 am. 8:55 am. accommodation, arrives at Broad-street station; leaves Ashland at \$

5:59 pm. arrives at Elba; leaves Ashland at 5:12 pm.
C. A. TAYLOR, General Tick Agent.
E. T. D. MYERS, General Superintendent.

CHESAPEAKE AND OHIO ROUTE SCHEDULE IN EFFECT NOVEMBER 21st, 1886.

LEAVE RICHMOND: 8:45 am For Newport News, Old Point Comfort and Norfolk, daily except Sun-

1 41 pm 5 48 am 2 27 am 4 55 pm 9 55 am 7 45 am veept Sunday veept Sunday

3:10 pm For Newport's News, Old Point and Norfolk. Except Sunday. 4:00 pm Charlottesville Except Sunday.
6:25 pm For Louisville, Cincinnati, Chicago, St. Louis, Memphis, and New Orleans. Fast Express, with through Pullmans Daily. Only route run-ning Pullmans West from Rich-

> SUNDAY EXCURSION to Newport News and Old Point at 8 am.

ARRIVE RICHMOND: 8:40 am Charlottesville accommodation.
11:05 am From Norfolk, Old Point, and
Newport News, except Sunday.
3:05 pm From Local points and the west

daily except Sunday.
6:10 pm From Norfolk, Old Point, and New port News, daily except Sunday. pm From Louisville and Cincinnati Fast Express daily. Sunday excursion train from Old

Point and Newport News arrives in Richmond at 6:15 pm. of: Seventeenth and Broad streets. et-offices: 1000 Main street and depot.

H. W. FULLER, General Passenger Agent. C. Wickham, Second Vice-President.

PLANTIC COAST LINE.

HMOND AND PETERSBURG RAIL-ROAD TIME TABLE. mmencing MONDAY, December 26, 1884, is on this road will run as follows: TRAINS SOUTHWARD.

Leave Arrive ichmond. Petersburg.

23- 33- 21- 25-	+7:00 *10:49 *11:25 *2:48 +6:30 *9:35	am. pm. pm.	7:55 am. 11:38 am. 12:15 pm. 3:25 pm. 7:20 pm. 10:25 pm.	Accommodation. Through train. Accommodation. Fast Mail. Accommodation. Through train.
		TRA	INS NORT	HWARD,
			Arrive	

Petersburg, Richmond.

62- 62- 63- 63- 63- 78- 78- 78- 78- 78- 78- 78- 78- 78- 78	*6:05 am. †8:25 am. *9:50 am. *12:40 pm. *5:06 pm. †8:30 pm.	6:49 am. 9:20 am. 10:45 am. 1:30 pm. 6:00 pm. 9:25 pm.	Fast mail. Accommodation. Through train. Accommodation. Through train. Accommodation.
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*Daily. +Daily (except Sunday) STOPPING PLACES.

Nos. 27 and 62 make no stops. Nos. 15, 23, 66 and 78 stop only on signal at Manchester, Centralia and Chester. Nos. \$1, 32, 33, 34, 35 and 36 will stop at all stations for passengers.

will stop at all stations for passengers.

PULLMAN CAR SERVICE.

On trains Nos. 15, 27, and 66 sleeping-cars between Washington and Jackso ville. On Trains Nos. 27 and 62 sleeping between Washington and Charleston. C 7 No. 62 sleeping-car between Tampa, etion of Washington (via Jacksonville). O No. 78 sleeping-car between Jackso al prices New York. On Trains Nos. 23 and al prices g-cars between New York and Aikuary 1, 5, (via Charleston). On Train No. 23 sf our year between New York and Tampa, F accor Jacksonville).

THE ONLY ALL-RAIL LINE TO NORFOLK. ARRIVE. Norfolk, 3:10 pm. Norfolk, 10:00 pm. Richmond, 1:30 pm. LEAVE. Richmond, *11:25 am. Richmond, †6:30 pm. Norfolk, *9:50 am. Norfolk, †5:30 pm. These trains also make close connection to and from Farmville, Lynchburg, and south-western points, and all stations on the Norfolk and Western railroad.

Superintendent of Transportation. T. M. EMERSON, General Passenger Agent, SOL HAAS, Traffic Manager. de 25

PIEDMONT AIR-LINE.

arriving at Cape Charles at 7 pm.; arrive in Philadelphia at 4:50 am.; arrive in New York RICHMOND AND DANVILLE SYSTEM

SCHEDULE IN EFFECT NOVEMBER 21, 1886.

Train Train Arrive Leave No. Richmond. Richmond. *11 33 pm #2 30 am 53 *6 40 am Bon-Air Accommodation leaves Richmond 5 pmt; arrives Richmond 8:41 amt.

SLEEPING-CAR SERVICE. On trains 52 and 53 sleeping-cars are run between Richmond and Greensboro'. These cars are open at 9 pm for passengers. Sleeping-cars are also run on 52 and 53 between Danville and Montgomery, Danville and Aiken, Greensboro' and Baieigh; on trains Nos. 50 and 51 sleeping-cars are run between Danville and Atlanta, and Danville and New

Orleans. Train No. 52 connects at Greensboro' for Raleigh, Goldsboro', and Morehead City; at Salisbury for Asheville and all points in Wes-tern North Carolina; at Charlotte with Char-

lotte, Columbia, and Augusta railroad for Columbia, Augusta, Aiken, Savannah, Char-leston, and Florida; also with Carolina Central railroad for Wilmington, &c. Train 52 has Pullman Buffet sleeping-car from Danville to Aiken, making close connection for Charleston, Savannah, and Jack-

Trains Nos. 50 and 51 make close connection at Greensboro' for Raleigh and all points on the North Carolina division. Pullman sleeper is run on these trains between Greensboro' and Raleigh.

TRAINS ON YORK RIVER LINE. Leave Richmond *3 20 pm †6 05 am, Freight, Arrive Richmond *19 00 am

t6 05 am, Freight, t8 20 pm, Freight.
Train leaving at 3:30 pm, connects at West
Point daily, except Sunday with boat, arriving at Baltimore 8 am.
Fare Richmond to Baltimore only \$2, first-

class; \$1.50 second-class.

* Daily. † Daily except Sunday.
Depot and ticket office foot of Virginis street; up-town office, corner Tenth and Main streets.

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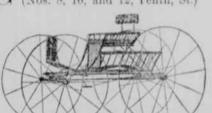
CITY TAXES.

OFFICE CITY COLLECTOR, RICHMOND, November 30, 1886. he hours of vo clock A. M.

15TH TO THE 31ST DAY OF DECEMBER, 1886, INCLUSIVE, for the purpose of receiving from all persons

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